## THE SHIPYARDS.

The Shipbuilding Business of New York.

Work New in Progress--- Nothing but Steam Vessels Building.

Two of the Largest Wooden Steamships Ever Built at Present on the Stocks.

## THE VESSELS AND THEIR MACHINERY.

adustry has not as yet fully recovered from the pros-

than they could fill in a given time. Many of our ex-tensive shipbuilders at that period had scarcely laid the keel of one vessel before they contracted to build ano-ther one so seen as the first should be launched. At the present day they can hardly find enough work to keep their men employed, and in some few instances the

SHIPBUILDING MATERIALS, ETC.

everything else, steadily advanced in price during the con-tinuance of the war, and in some cases almost doubled. Yellow pine, that formerly entered so largely into the the blockade of the Southern ports, a very scarce article in the Northern markets, and could but with the greatest

warked increase in the number of steam vessels, and the one showing the direction that our large shipping merchants are drifting in, is the unprecedented number of steam vessels that are now beilding. Out of all the vessels at present on the stocks or about to be commenced in this city there is not a single saling vessel to be found among them. In the combined shippinds of Brooklyn, Williamsburg and Greenpoint, it would be impossible to find above ave or six of that class, the demand very clearly being in favor of steam rs. During the pair four years there has been built in and apound this city just twice as many steamers as saling vessels, or twenty

ing to the same, occupying about two months. They are to be constructed of the best materials, and will be in every respect superior vessels. They are to be supplied with all the modern improvements and will each have cost, when ready for sea, over a million of dollars. They will be divided into four water tight compartments and strongly braced with iron bars running diagonally throughout the enthe length of the vessel. The two steamers correspond with each other in every particular, with this difference, that the one building by Mr. Webb has fortly seven feet breadth of beam, while that at Mr. Steers' yard measures fully fifty feet. With this tribing exception in the width the two steamers are precisely-silke in every particular as regards size, appointments, coadiness, &c.; and the one description will answer for both vessels.

confilness, &c., and the one description will answer for both vessels will be adewheel steamers, substantially braced with iron, and will be about five thousand tons burden, carpenter's measurement. They will have three full decks, and will be full ship rigged, and will all be principally constructed of yellow pine. The timbers are first to be braced with diagonal bars o' iron, over which the first planking of yellow pine will be laid. This planking will next be braced in the same manner as the timbers, and over this again an extra planking will be piaced, which will consist of pine and oak, two-thirds of the bottom being oak and the remainder of the build pitch pine. Their dimensions, with the exception of the difference in the width of beam before noticed, will be as follows:—Longth between perpendiculars at load line, three hundred and sixty feet; breadth neotided, forty-eight and a half feet; breadth extreme, including outer panking, fifty feet; depth of hold to top of spar deck beams, amidships, thirty-one feet six inches. Each vessel will have three foil decks and an oriop deck at each end, extending to baler and engine bulkheads; also a plat orm in lower hold to receive ergo and coal. The finors will be entirely of white oak and the sides pitch pine.

The keelsons, six in number, will be of yellow pine.

plat orm in lower hold to receive cargo and coal. The horsewill be entirely of white oak and the sides pitch pine.

The keelsons, six in number, will be of yellow pine, fastened with locast treenails and copper only. The tolige streaks will also be of yellow pine, and tweive in number, extending below the floor heads and top of bilge keelsons to above the second futtocks. Eight of them will be ten inches thick ambelings, and eight inches thick at the ends of the versels, thereby carrying the amidelines thickness well towards the stern.

Each beam on the orlop deck will have two kness, securely fastened to the timbers; those on the bertified on the second deck the same number. They will be fastened with not less than sixteen bolds to each knes, driven on iron beveiled sings through the beams and timbers in diagonal directions. The planksbearing will be of white pine, and exten inches thick, the guard facings of oak fastened to the beams, and the stanchlons of yellow pine, fitted into the planksbear. The bulwarks will be of white pine, and amidiable the frame timbers will run up to the rail, where the bulwarks will be et vellow pine, both inside and out, thus making them soid. The bulkheads are to be located as follows:—One shaft the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward of fore end of boiler, one abatt the chain lecker, one for ward

and all some boils and firmly secured to bettern and sides of vessel, and all the seams are to be well carliced.

THE MACHINERY.

The machinery for these vessels is building at the Novelty Iron Works, and will be of the following dimensions:—A beam engine of one landred and five inches diameter of cylinder and twelve feet stoke of pision, to be fitted with belanced poppet valves and Allan's adjustable cut-off. A surface condensor with compressed wood packings for the tube joints and supplied with condensing water by an independent rotary pump, driven by a pair of inverted direct asting capines placed between air pumps and cranks. The feed pumps will be arranged so that each will have its own suction pipe from tank and discharge pipe to boilers. The horizontal tubular boilers will be placed forward of the engine, fore and aft the ship, and uptakes connecting into one smoke pipe. The steampoints, with donkey boiler complete, will be fitted with all the necessary valves and connections.

The paddle or water wheels are to be supplied with arought iron arms and rims, with three sections in each wheel. They will be forty feet in diameter by twelve test face. Each wheel will have thirty-four buckets of oak, three and a half inches thick by twenty-four wide, with plates each side of buckets one quarter of an inch thick by six inches wide. The engines will have cylinders of feen inches in diameter by twenty inches the process of the distribution in the plates with a feet of the plates of the pump, six and a half by seventy-two inches there will be driven from air pump crossheads, and the plates, will be driven from air pump crossheads, and the

THE SHIPY ARD OF WILLIAM M. WEBB, ESQ.

The Scales the large steamer building at the yard for the Peckide Mail Steamship Company there are two large steamers now in frame, and considerable progress has according to the model of their construction. The two steamboals now on the stock are building for the Merchant's deamboal 500 part of Pristol, Rhode Island, and are to be in every and the Bristol. They are in the being the stock of the stock of

COASITY BAIL-POLICE RESULTIONS.—For the instrucdemy of Music this evening, we publish the following

S are passed by inspection.

CHARLES N. BRACKETT,

Captain and Inspector of Hackney Coaches.

The lose Yseur Chen.—Among the most pleasant re-

THE RUSSO-AMERICAN TELEGRAPH.

is with unbounded hospitality. The officials rously assisted us.

It to the British Columbia division, I will re-side the British Columbia division, I will re-side the British Columbia division, I will re-side the British Columbia and the Columbia of respectfully, yours obediently, CHAS S. BULKLEY, Engineer in Chief.

## EUROPEAN FINANCE.



SOUTH CAROLINA FREEDMEN.

Improved Condition of Labor and Laborers.

The Preedmen Going to Work With Vigor.

AN ENCOURAGING STATE OF AFFAIRS. &c.

We are indebted to the Purser of the steamer Moneka, from Charleston January 25, for favors.

for the coming year have, within the last week grown capital to supply the wants of the plantations and support their hands until the fall. All accounts agree that the negroes are pressing on their former owners to make contracts. Most of the planters who have arrived in the

has arrived here and is stopping for the present at the Mills House. It is believed that he will adopt a firm and conciliatory policy. He has already issued orders forbidding negroes in the interior, who have made contracts, to visit the city without special agreement with their employers. Idle negroes will receive no encouragement

The Darlington (S. C.) New Era of the 23d inst. publishes an interesting report of General W. P. Richardson, commanding the military district of Sumter. General Richardson says:—

returned. It is understood, therefore, by all that schools for freedmen will be immediately organized. Preliminary steps have also been taken, and final action depends upon the removal of certain hindrances, which prevent the starting of schools in certain localities, prominent among which is the impossibility of precuring houses or buildings for such a purpose.

In some parts of my superintendency, I am happy to state that the residents favor the education of the blacks, and will put no obstacle in the way of such a benefit. But in others there is a disposition to oppose it, and that opposition comes in no more insurmountable a form than the prevention of the use of even empty buildings for "freedmen's schools."

societies of Brooklyn was held in the hall of Father Mathew Temperance Society No. 2, No. 168 Fulton street, Brooklyn, at two o'clock yesterday afternoon, to make arrangements for celebrating St. Patrick's Day in Brooklyn, Alexander Campbell, President, in the chair. Upwards of fifty delegates were present, besides a large number of specialors, who were allowed the privilege of the room. The following societies were represented:—Shamrock No. 2, St. James', St. Patrick's, St. Faul's, St. Ann's, Assumption, Laborers' Union, Father Mathew T. A. B. Society No. 2 and Father Mathew T. A. B. Society No. 2. Ann's, Assumptiona Laborers' Union, Father Mathew T. A. B. Society No. 2 and Father Mathew T. A. B. Society No. 5. Mr. John Mulvey, the Secretary, read the minutes of the previous meeting, which were approved after being read. The delegation from Father Mathew T. A. B. Society No. 5 reported that their society had passed a resolution to take part in the proceedings of the Convention. The delegation then took places in the Convention. The committee on By-Laws, appointed at a previous meeting to make rules for the guidance of the Convention, were then called upon to report, when it was announced that, through some informality, they had had no meeting and therefore had made no progress. The President then requested the committee to retire and discharge their duties. The committee then retired to an ante-room, whence, after an absence of fifteen minutes, they returned, and made a report through their Chairman, Mr. J. H. Farrell. The report embodied brief by-laws. The report was accepted, and the by-laws were adopted. The societies that did not pay their dues at the last meeting were called upon to do so, when the delinquents promptly came forward and paid the requisite amounts to the Secretary. The Chairman then announced that since the last meeting he had been unofficially informed that the Young Men's F. M. T. A. B. Society No. I had withdrawn from the Convention, and would parade with the New York societies. A nominating committee of one member from each society represented was then appointed to select candidates for a grand marshal and aids for st. Patrick's day. The committee, after a short deliberation, brought in a list of nommees. The Convention then went into an election for Grand Marshal. Patrick Gallagher and Patrick Casey were appointed teliers. Four candidates were named. The result of the balloting was the choice of Capiain Thomas H, Braper, of St. James' Society.

Mr. J. H. Farrell, of St. James' Roman Catholte Benevolent Society then rose and said he congratulated the

St. Patrick's Day in Brooklyn.

BURGLARIES.—At nine o'clock on last Saturday night, Mr. R. D. Porter, of the firm of Scott & Porter, station

FIRE DEPARTMENT BAU. -The sunual ball in aid of the

OLD EYES MADE NEW, WITHOUT SPECTACLES, doctor or medicine. Pemphist mailed free. Address B. Foste. M. D., 1,150 Broadway, New York.

\$500 REWARD.—THE PREMISES OF THE SUB-tion in the first and stolen therefore Coths. Cassingte, Overexistings and a number of many op Garments. The above respond will be pull for the arrest and conviction of the thieres and recovery of the property, or in proportion to the amount therein recovery.